

# BookletChart<sup>TM</sup>

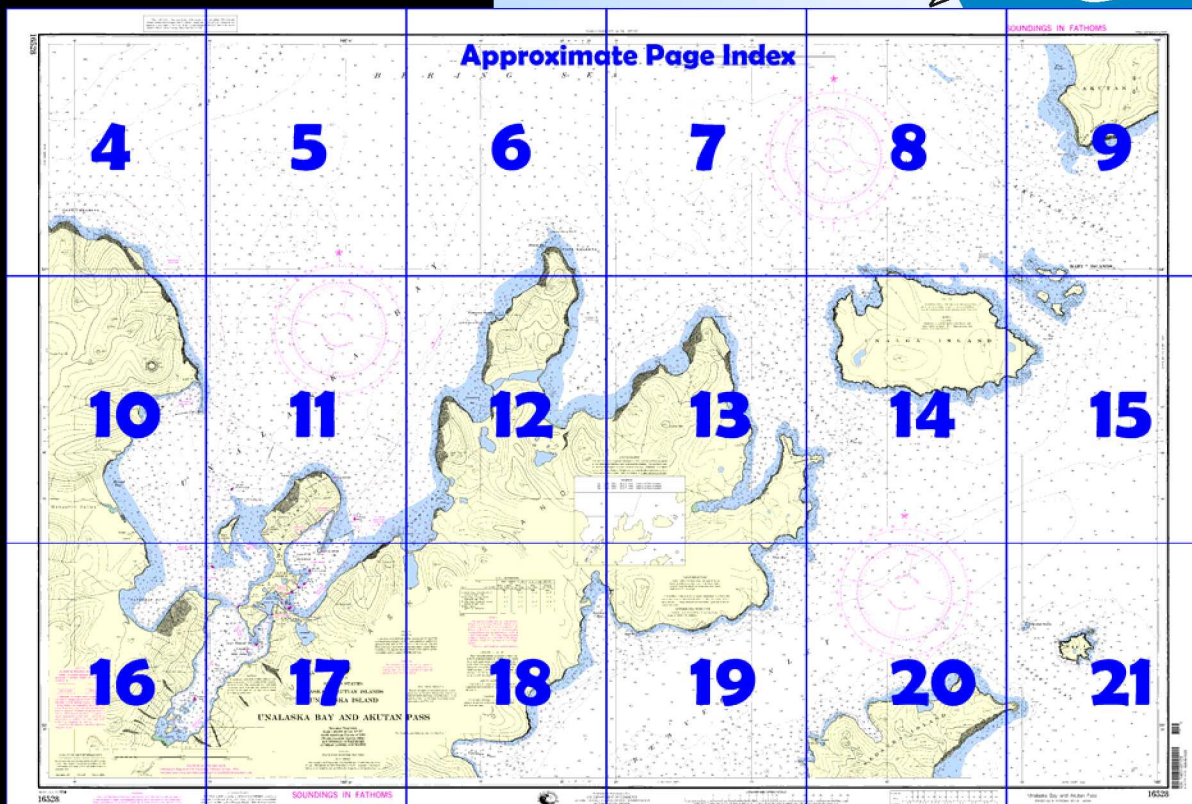
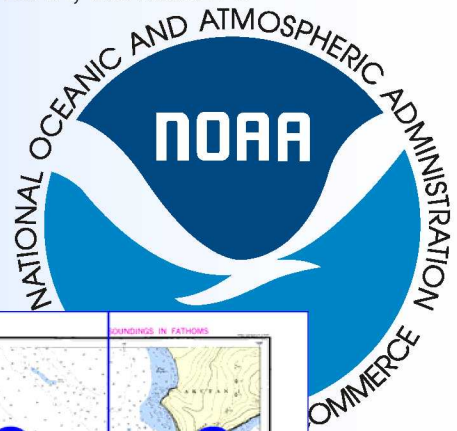
## Unalaska Bay and Akutan Pass

(NOAA Chart 16528)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

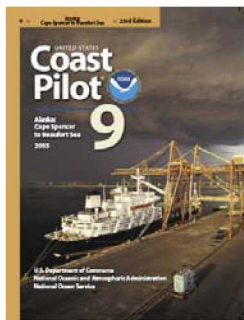
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 9, Chapter 7, excerpts]

(176) **Akutan Pass** and Unalga Pass, on either side of Unalga Island, are ship passages, secondary to Unimak Pass, for entering the Bering Sea from the Pacific through the E part of the Aleutian Chain. Akutan Pass is 2.5 miles wide in its narrowest part between the Baby Islands on the SW and Triplet Rocks off Cape Morgan. The depths in the pass are very irregular, but no hidden dangers have been found. Depths less than 10 fathoms extend about 0.4 mile S from Triplet

Rocks, and the tide rips there are intensified, appearing as breakers. Small craft should avoid them. A narrow, crescent-shaped shoal with a least depth of 8 fathoms is 3.5 miles NW from Cape Morgan. The shoal can be detected by the swirls and tide rips marking it. (177) Akutan Pass is wider than Unalaga Pass, but the currents and tide rips are similar. However, the current is felt over a much greater distance,

so that with an adverse current it has been found that better time can be made by using Unalaga Pass. On the larger tides, the flood creates such heavy tide rips N of Unalaga Island, even in calm weather, that it is advisable to be prepared to take seas aboard. Tide rips 15 feet high have been observed. In approaching both Akutan Pass and Baby Pass, fewer rips will be encountered if courses are directed for the area SE of the Baby Islands and then swing over to either pass. This area is comparatively quiet on the ebb when both of the passes have heavy tide rips.

(181) Numerous submerged rocks, covered 2 fathoms, in 54°00'12"N., 166°06'06"W. are about 1.0 mile NW of the NW island. Mariners should use extreme caution in this area.

(182) Strong currents sweep among the Baby Islands. The S end of the passage between the two SE islands is blocked by a reef bare at low water, forming a small protected bay, but strong currents make it a rather uncomfortable anchorage for small boats.

(183) **Baby Pass**, about 0.8 mile wide, separates Unalga Island from the Baby Islands. Ledges along the shore restrict the navigable width, but depths up to 20 fathoms will be found in midchannel. Less water and numerous rocks, described previously, are found at the N end of the pass.

(184) On the Unalga shore of Baby Pass is a shallow cove in which small boats may get fair protection from S and W weather; however, a rock awash at low water is a little S of the middle of the cove. Off the N point of the cove is a group of bare rocks that extend into Baby Pass. The outer rock, 12 feet high, is 300 yards from the point. Foul ground extends 400 yards into Baby Pass from the 0.8 mile stretch of shore W of the cove.

(185) Very heavy tide rips occur to the NW of the Baby Islands on the flood, and extend a considerable distance to the SE on the ebb. (See remarks on tide rips in Akutan Pass.) The flood and ebb current velocity is about 4 and 5 knots, respectively. Flood and ebb velocities of 5.5 and 7 knots occur at times of tropic tides. (See the Tidal Current Tables for predictions for Baby Pass.

(193) **Unalga Pass**, the narrowest of the three principally used passes in the E Aleutians, is about 1.3 miles wide in its narrowest part and, with the exception of rocks which make out a short distance from Unalaska and Unalga Islands, is free from dangers. The depths in Unalga Pass vary from 9 fathoms, at the SE end of the pass, to over 50 fathoms.

(194) Under normal conditions the pass is not difficult to navigate as the current sets fair with the pass. In thick weather the shore of Unalga Island can be approached close enough to pick up an echo and followed through the pass. The soundings, especially in the S approaches, furnish numerous characteristic depths to assist a vessel, equipped with echo sounding apparatus, to determine its position. For these reasons, coupled with the fact that this pass has been thoroughly surveyed, it is believed that it has distinct advantages over Akutan Pass for vessels going N, especially in thick weather. However, under exceptional circumstances, currents and tide rips of unusual magnitude may be encountered; and treacherous seas, particularly in the narrow part of Unalga Pass, caused by wind opposing the current, often sweep a vessel without warning. These have caused severe damage and men have been washed overboard with resultant loss of life. There are temporary anchorages, easy of access, at either end of Unalga Pass where better conditions may be awaited.

(202) **English Bay** is a secure anchorage for small vessels. The W shore of the bay trends due S for about 2 miles to a low point, where it turns sharply W for 0.9 mile to the head of an arm about 0.3 mile wide. The most secure anchorage is in this narrow arm, SW of the low point at the turn. The width of this anchorage between the 5-fathom curves is about 300 yards. Good anchorage with more swinging room can be found E of the low point in 8 to 10 fathoms, but a shoal area that extends 400 yards off the shore N of the point must be cleared.

(203) In entering English Bay, account must be taken of the strong currents in Unalga Pass; follow a midchannel course, giving the W shore a berth of at least 0.3 mile, and when heading into the arm at the head of the bay favor the S shore slightly. Good holding ground in 12 to 20 fathoms will be found near the entrance.

# Table of Selected Chart Notes

Corrected through NM Jul. 12/08  
Corrected through LNM Jul. 8/08

## HEIGHTS

Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:40,000 at Lat 53° 57'

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location) ◐ (Approximate location)

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE C

### CAUTION

Numerous submerged rocks have been reported at a depth of 12 feet at position 54°00'12" N 166°06'08"W.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK WXX-89 162.55 MHz

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.105" Southward and 6.852" Westward to agree with this chart.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

## NOTE B CAUTION

It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the effected area.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Isa isophase	Obsc obscured	s seconds
Bn beacon	LT HO lighthouse	Occ occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Udarnat Bay, Sedanka Island	(53°50'N/166°13'W)	5.1	4.6	1.3
Malga Bay, Unalga Island	(53°59'N/166°10'W)	3.3	2.9	1.1
English Bay, Unalaska Island	(53°56'N/166°15'W)	3.0	2.7	0.9
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4	1.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2008)

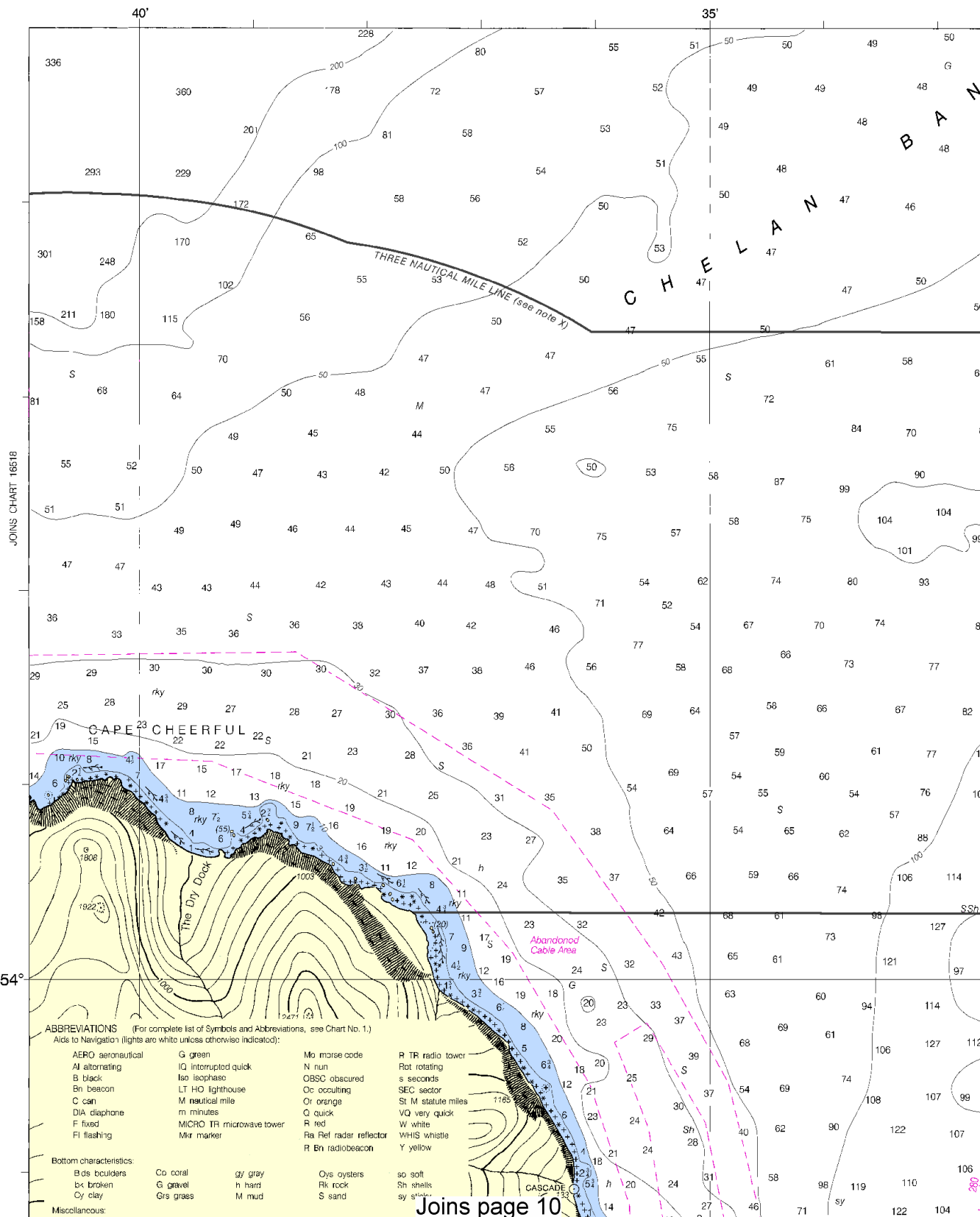
## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



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16528



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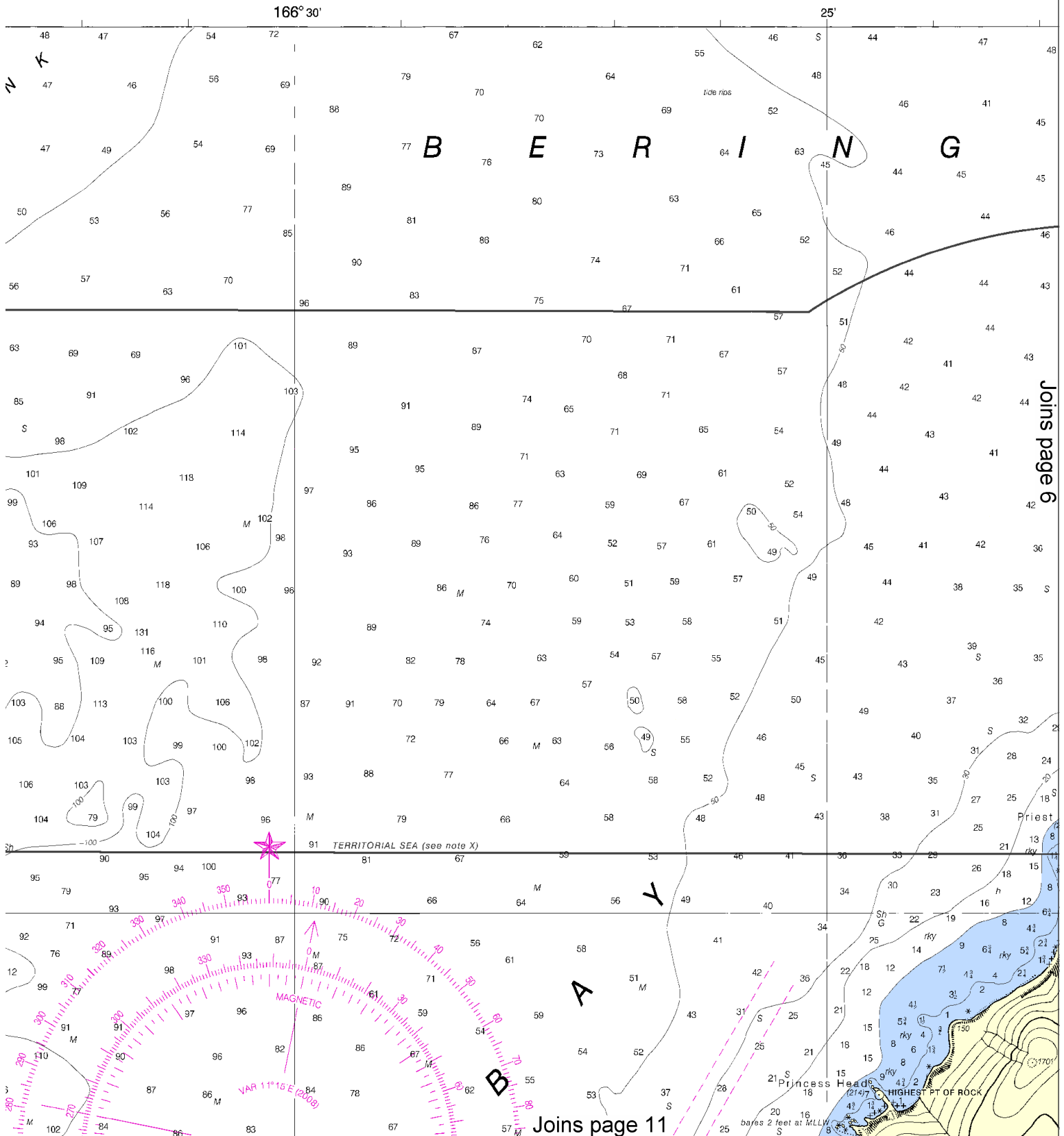
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Nautical Miles

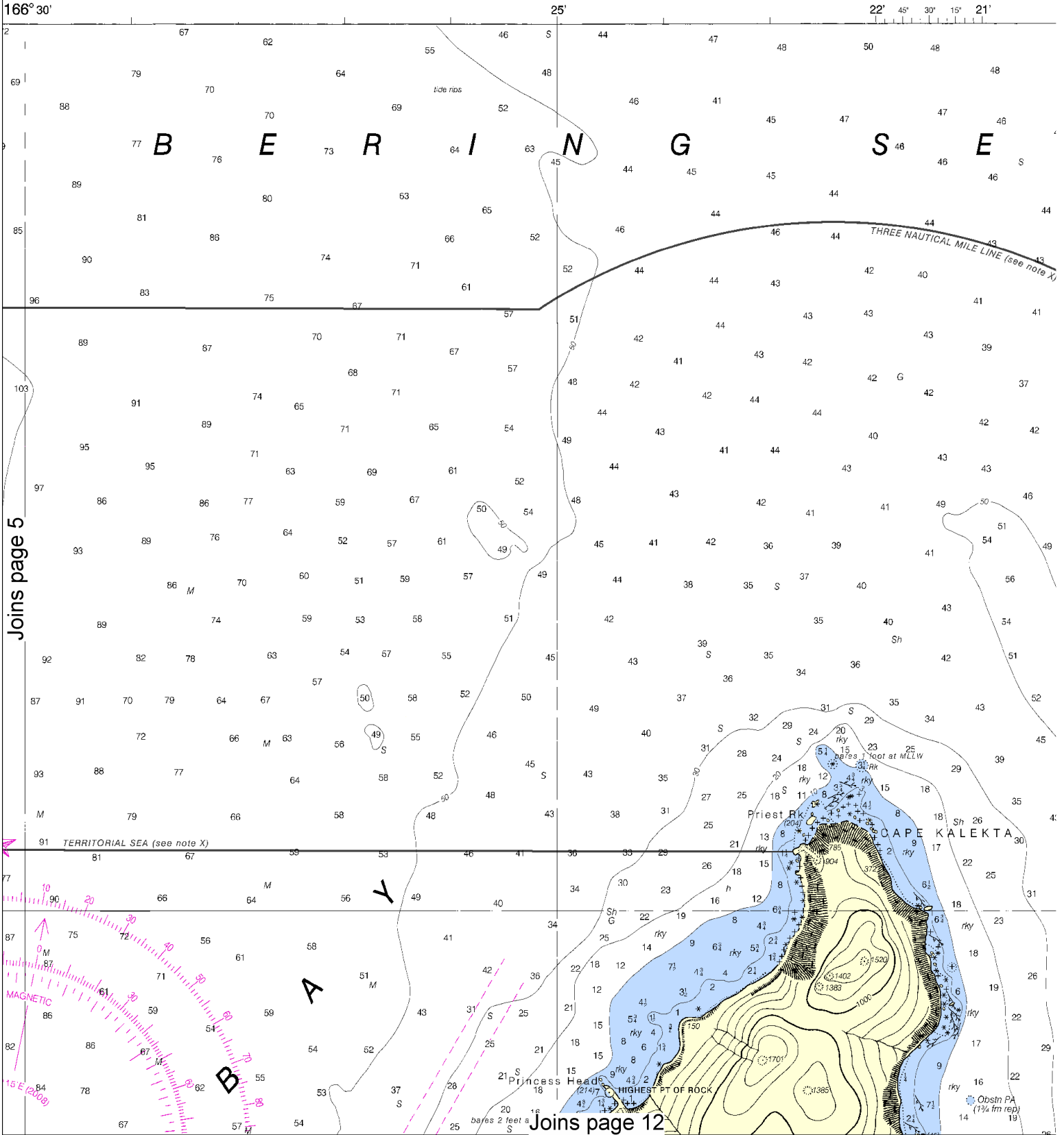
See Note on page 5.







This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



6



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

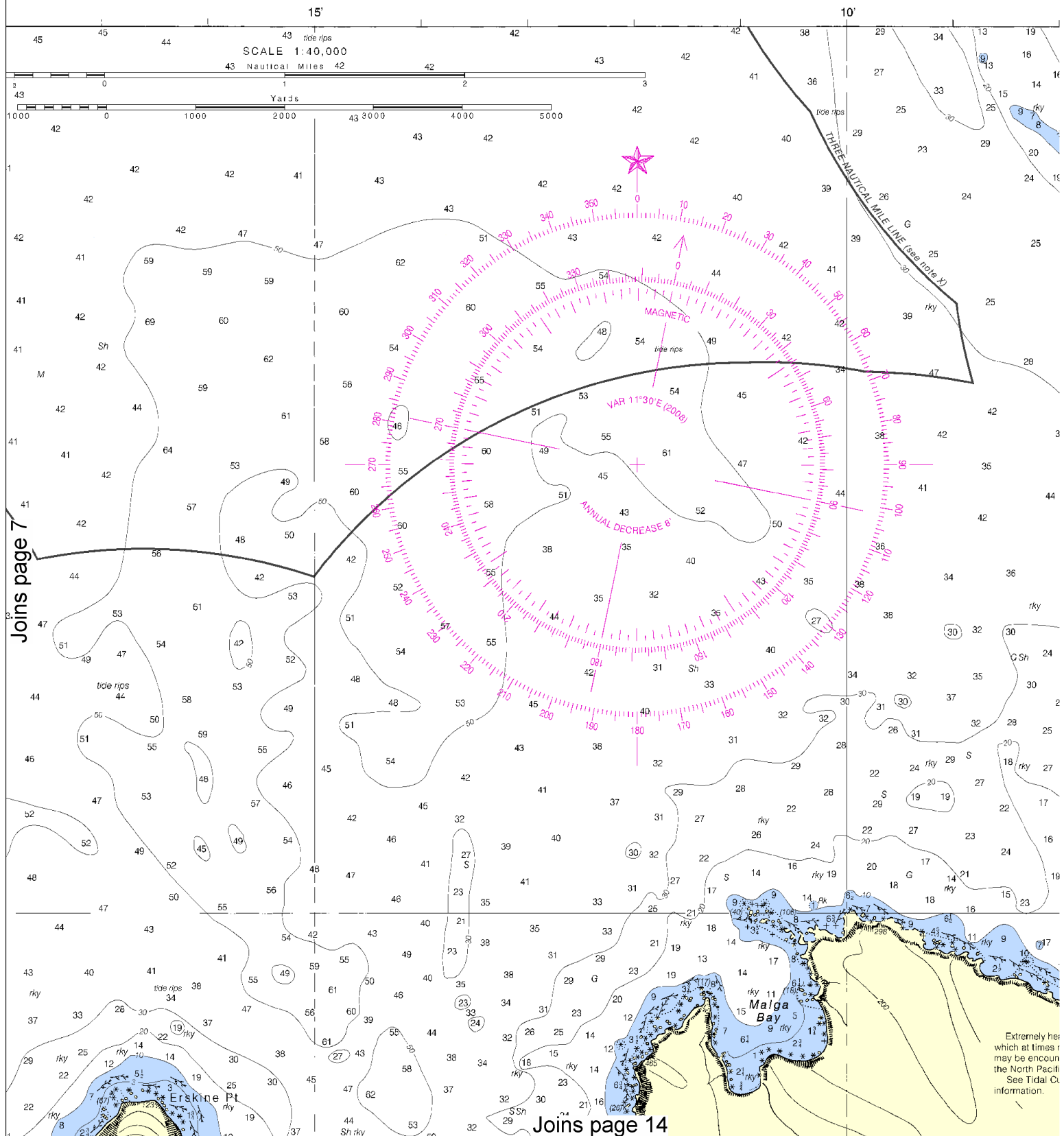
See Note on page 5.





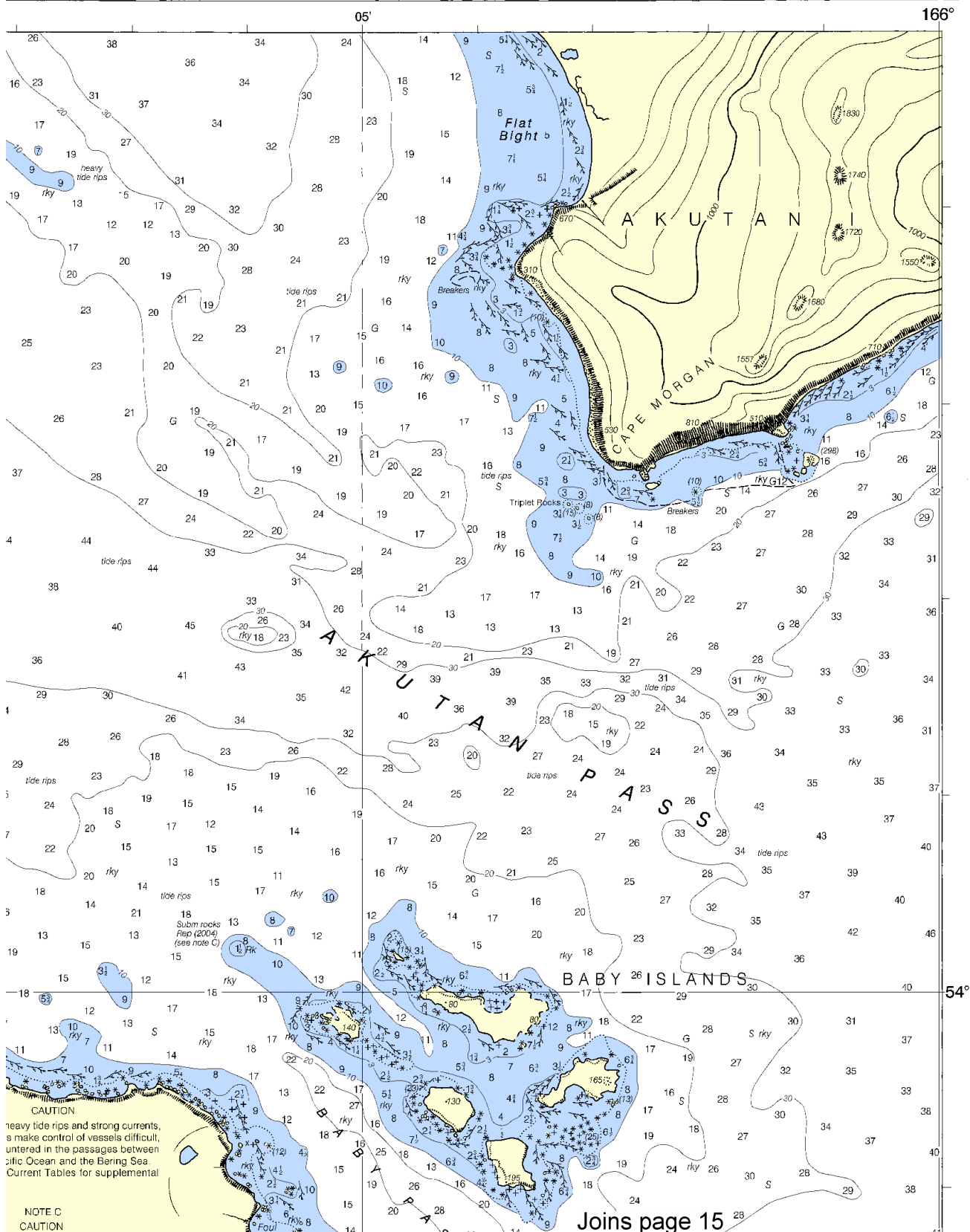
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

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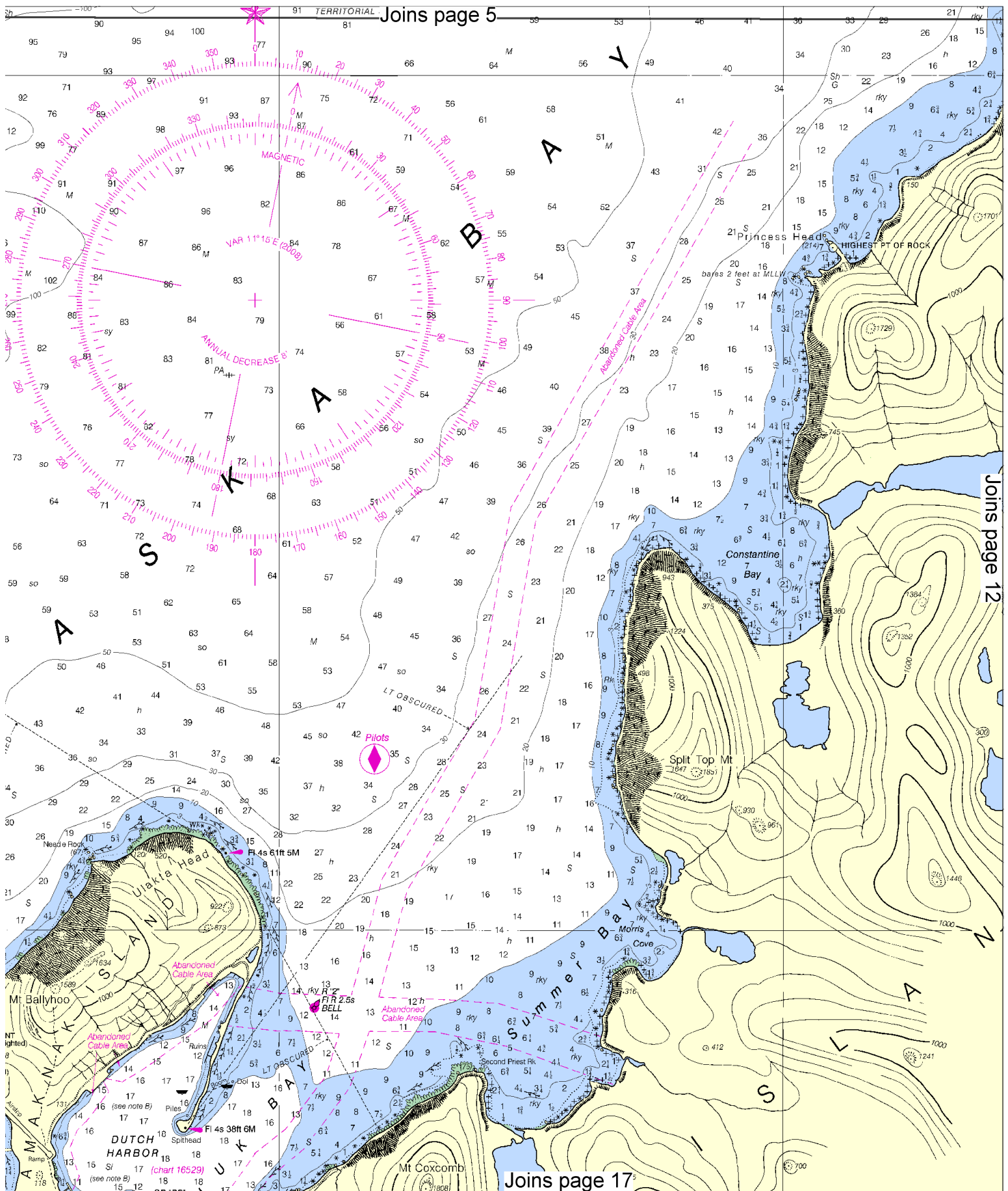


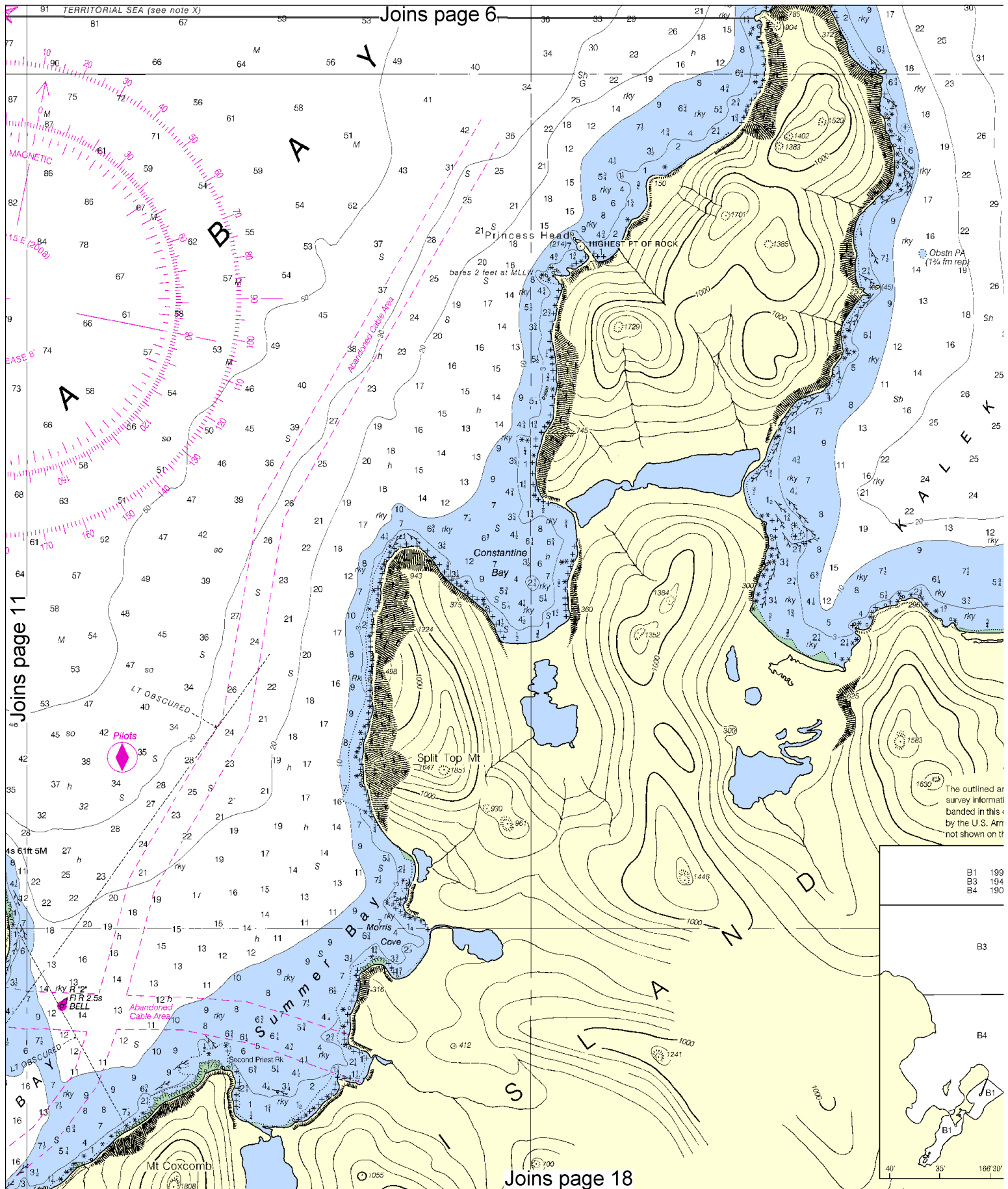
# SOUNDINGS IN FATHOMS



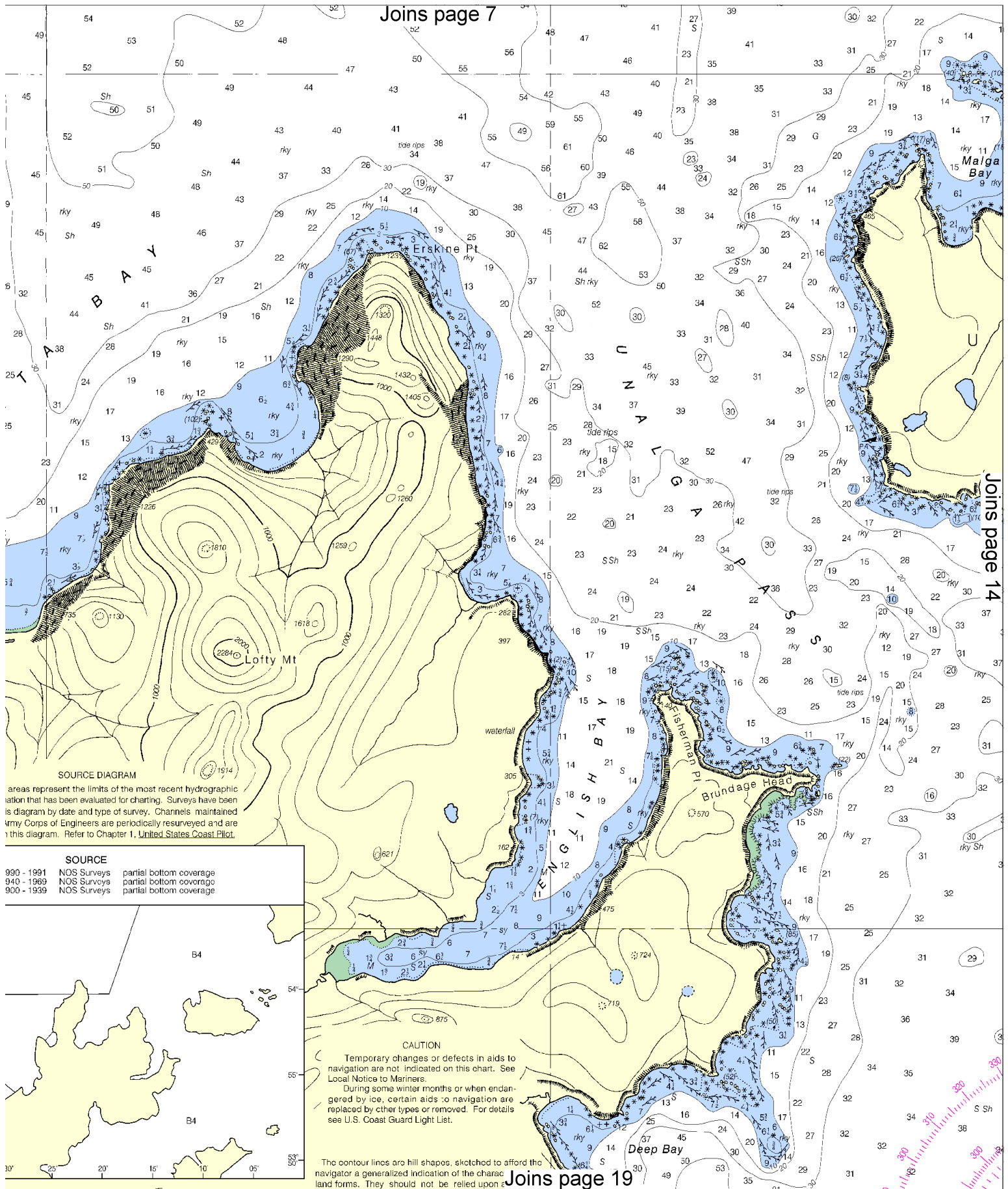


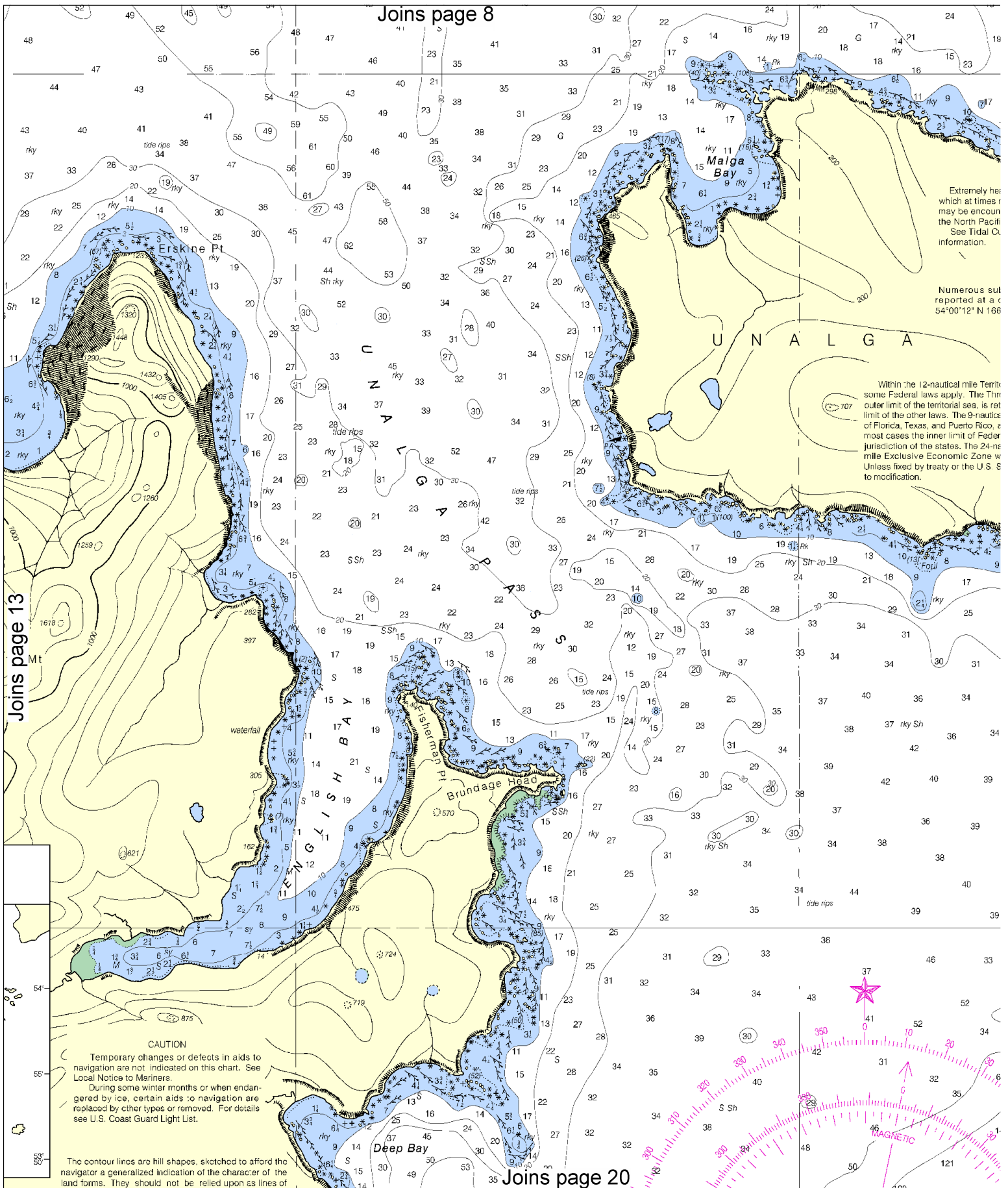












Joins page 9

# BABY ISLANDS

54°

**CAUTION**  
heavy tide rips and strong currents,  
make control of vessels difficult,  
united in the passages between  
Bering Sea and the Bering Sea.  
Current Tables for supplemental

**NOTE C**  
**CAUTION**  
submerged rocks have been  
a depth of 12 feet at position  
66°06'06"W.

## I S L A N D

**NOTE X**  
territorial Sea, established by Presidential Proclamation,  
three Nautical Mile Line, previously identified as the  
retained as it continues to depict the jurisdictional  
miles Natural Resource Boundary off the Gulf coast  
, and the Three Nautical Mile Line elsewhere remain in  
federal fisheries jurisdiction and the outer limit of the  
nautical mile Contiguous Zone and the 200-nautical  
were established by Presidential Proclamation.  
Supreme Court, these maritime limits are subject

CONTINUED ON CHART 16531

57'

45°

30°

15°

56°

6°

69

55°

78

80

82

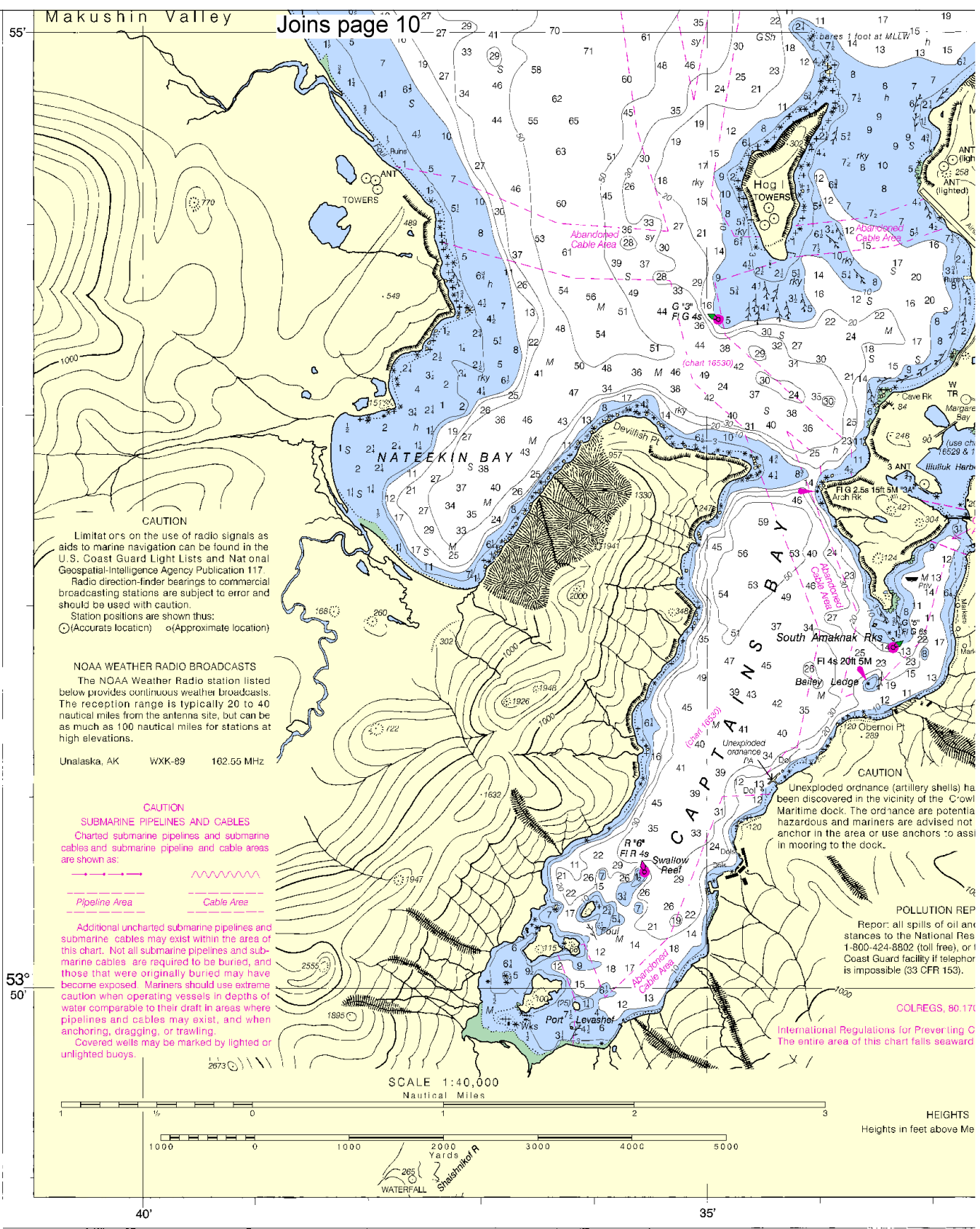
83

85

88

Joins page 21





**CAUTION**  
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○ (Accurate location)    ◐ (Approximate location)

**NOAA WEATHER RADIO BROADCASTS**  
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Unalaska, AK    WXK-89    162.55 MHz

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipelines and cable areas are shown as:  
--- Pipeline Area    --- Cable Area  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Unexploded ordnance (artillery shells) has been discovered in the vicinity of the Crowl Maritime dock. The ordnance are potentially hazardous and mariners are advised not to anchor in the area or use anchors to assist in mooring to the dock.

**POLLUTION REP**  
Report: all spills of oil and substances to the National Response Center 1-800-424-8802 (toll free), or to Coast Guard facility if telephonic is impossible (33 CFR 153).

**COLREGS, 80.171**  
International Regulations for Preventing Collisions at Sea  
The entire area of this chart falls seaward

17th Ed., Jul. /08    ■ Corrected through NM Jul. 12/08  
16528    Corrected through LNM Jul. 8/08

**CAUTION**  
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Printed at reduced scale.

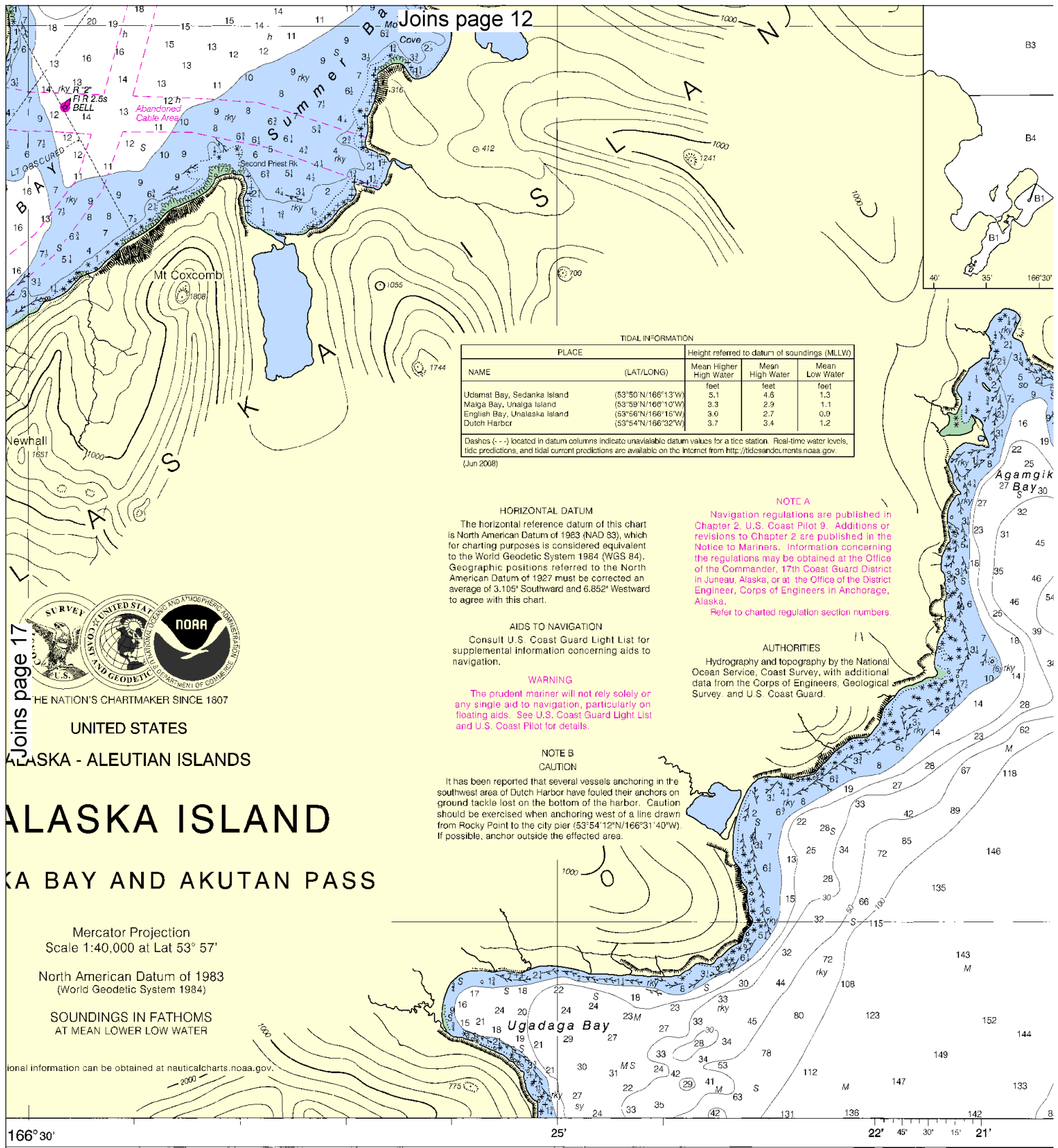
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









Joins page 12

Joins page 17

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
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Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2008)

**HORIZONTAL DATUM**  
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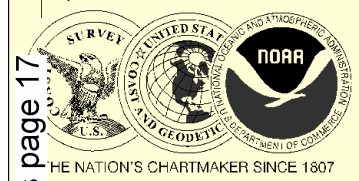
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**NOTE B CAUTION**  
It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the effected area.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



UNITED STATES  
ALASKA - ALEUTIAN ISLANDS  
**ALASKA ISLAND**  
AKA BAY AND AKUTAN PASS

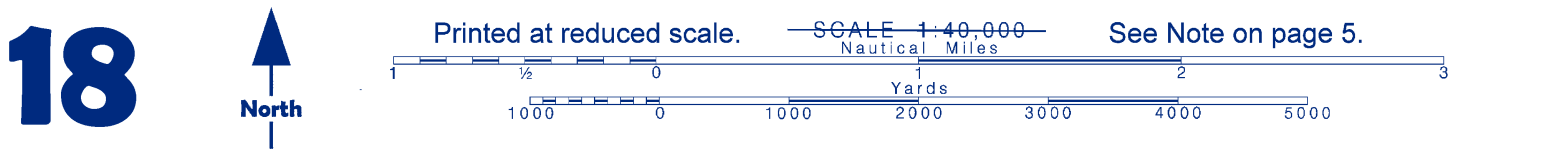
Mercator Projection  
Scale 1:40,000 at Lat 53° 57'  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

IN FATHOMS

**PRINT-ON-DEMAND CHARTS**  
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NATIONAL COASTAL  
AND MARINE SERVICE  
COA

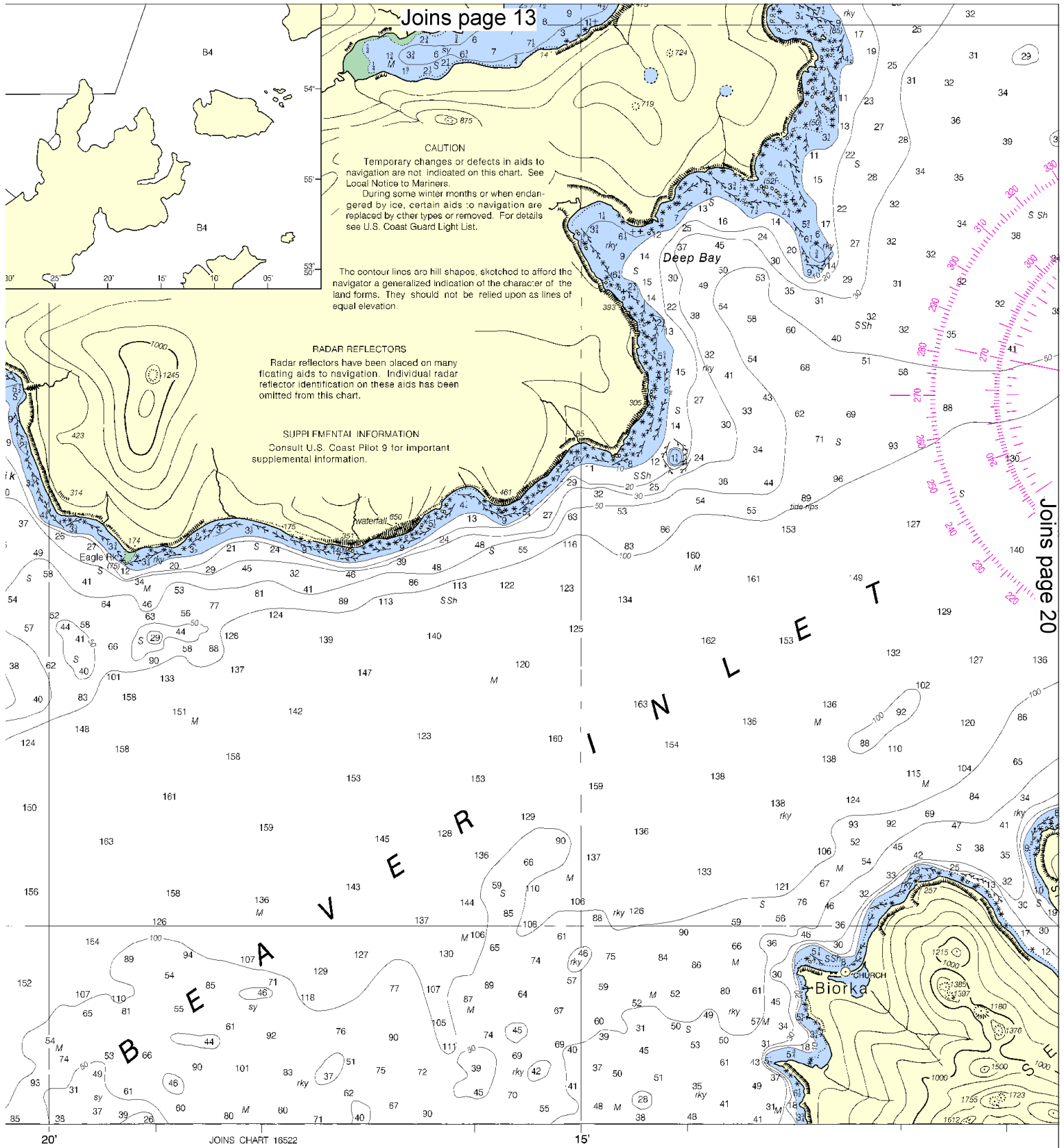


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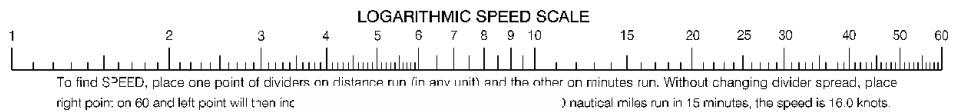
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SCALE 1:40,000  
Nautical Miles

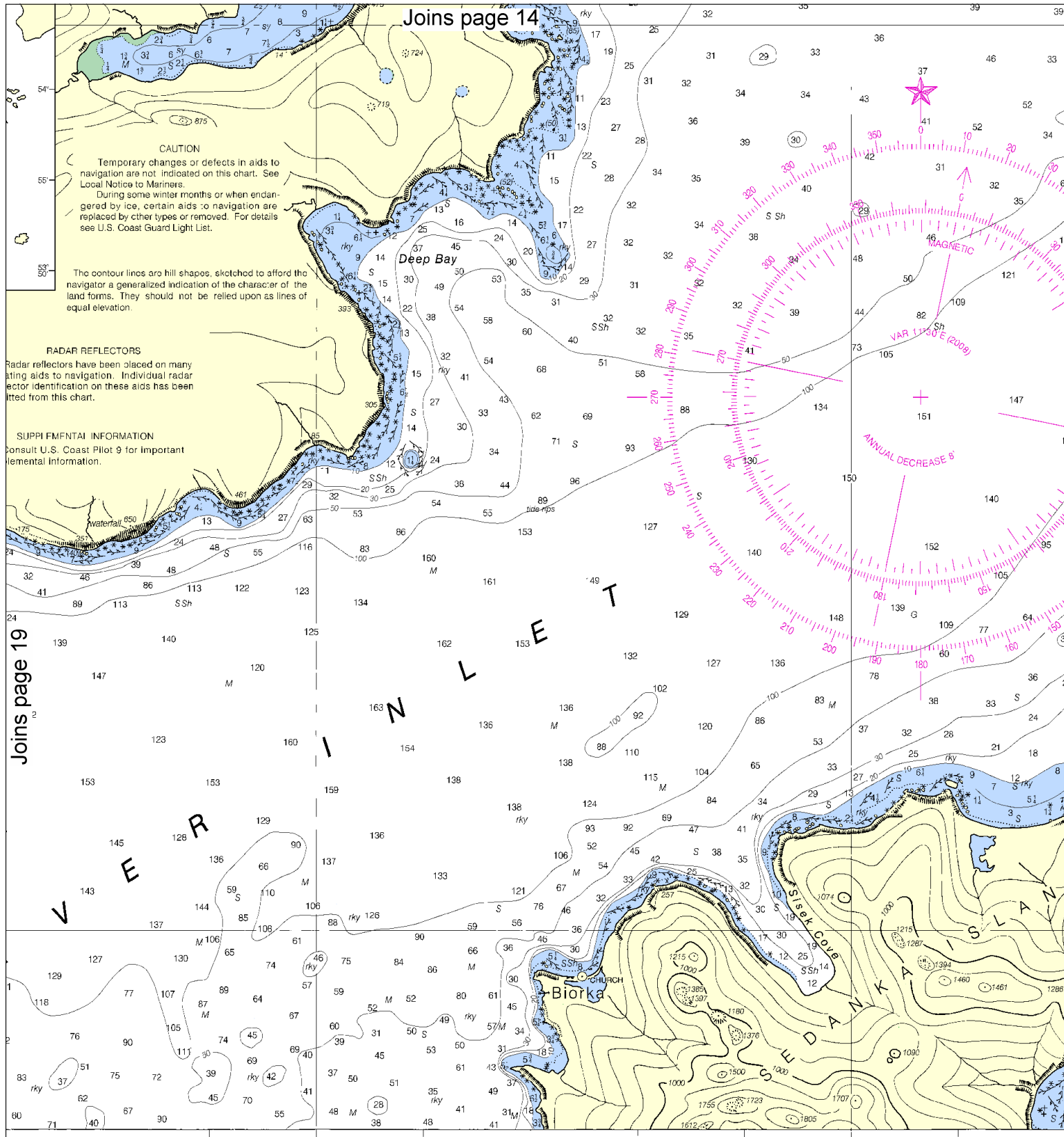
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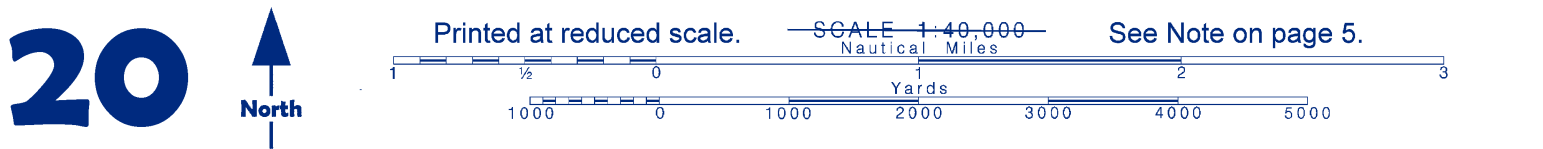
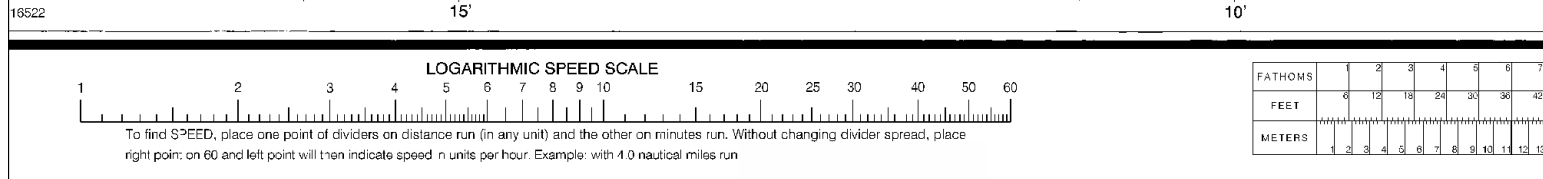
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
FAST SURVEY



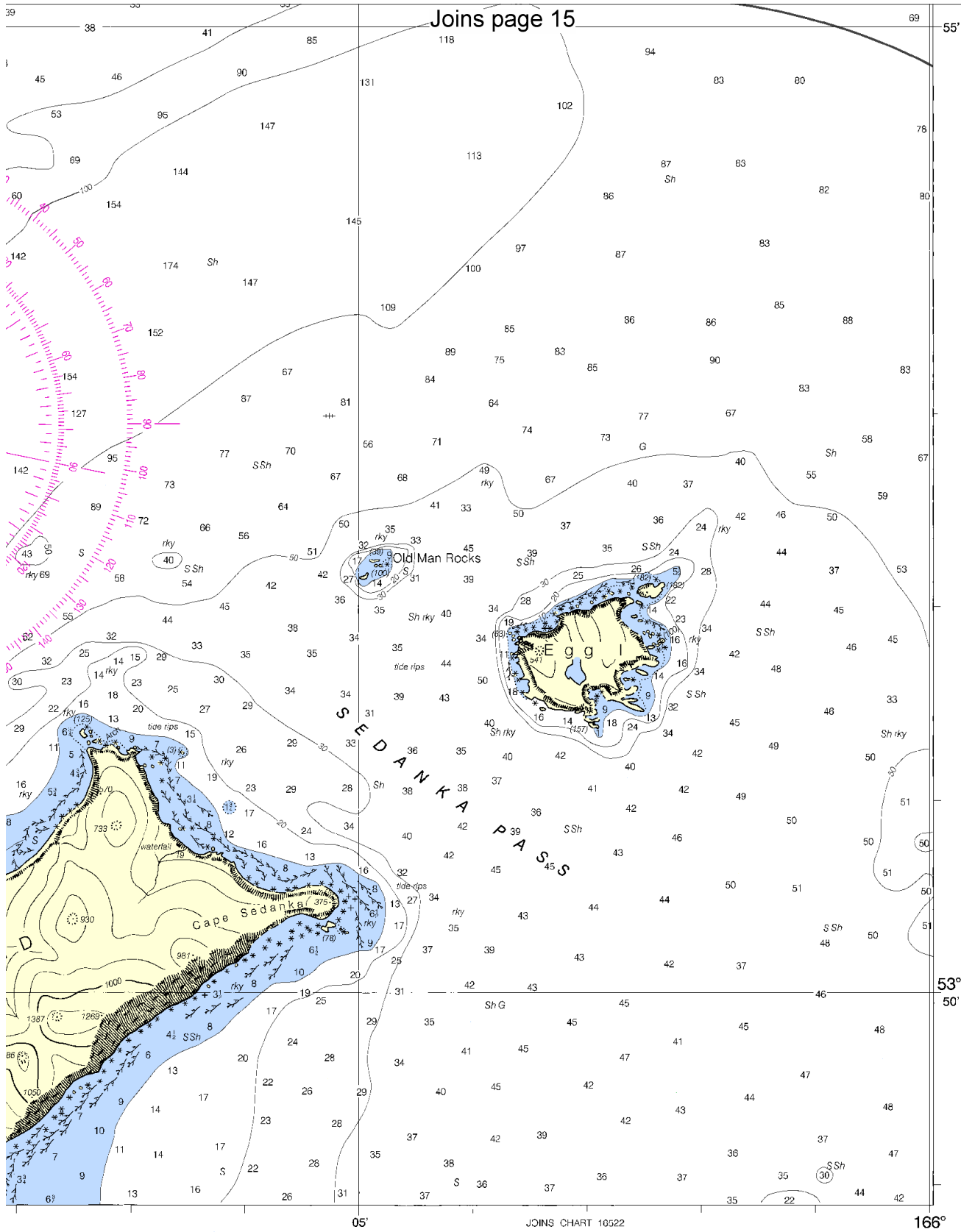




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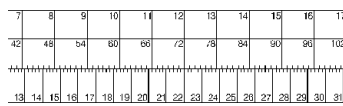






ED. NO. 17

NSN 7642014011258  
NGA REFERENCE NO. 16AHA16528



Unalaska Bay and Akutan Pass  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16528

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).